

SAILING DIRECTIONS CORRECTIONS

PUB 192 **7 Ed 2000** **LAST NM 23/02**

Page 49—Lines 52 to 57/R; read:

cannot enter at LW. Lynn Cut is the artificially-straightened mouth of the river and has embankments up to 3.5m high. An overhead cable, with a vertical clearance of 46m, spans the fairway in Lynn Cut.

Alexandra Dock is entered through a lock 15.2m wide, which has depths on the sill of 7.6m at HWS and 5.4m at HWN. Bentinck Dock is entered from Alexandra Dock through a passage 96m long and 15.2m wide, which is spanned by two swing bridges. A minimum depth of 5.3m is generally maintained in the wet docks, which have 1,600m of total quayage. Vessels up to 3,000 dwt, 119m in length, 13.8m beam, and 5.5m draft have been accommodated at HWS.

Riverside Quay is 220m long and South Quay is 365m long. Vessels up to 5,000 dwt, 140m in length, 20m beam, and 5.5m draft can be accommodated alongside these river berths, but take the ground at LW. There are facilities for container, ro-ro, tanker, general cargo, and bulk vessels.

Aspect.—The fairway in Coke Hole Channel is marked by lighted buoys and lighted beacons. The S end of the channel is bordered by drying training walls. The fairway in Lynn Cut is indicated by a lighted range.

The town stands on low, flat ground. The two towers of St. Margaret's church, the spire of St. Nicholas church, and several tall chimneys are all prominent and visible from seaward. The two pylons of the overhead cable, which spans Lynn Cut, and a silo, standing on the E bank of the river, are conspicuous.

Pilotage.—Pilotage is compulsory for vessels over 35m in length. Pilots can be contacted by VHF and, unless prevented by weather, board close W of Sunk Lighted Buoy (52°56'N., 0°24'E.). The pilot vessel generally remains on station from 2.5 hours before HW until such time as it is too late for a vessel to transit the approach channel on that tide. Vessels should send an ETA and request for pilotage at least 24 hours in advance, with amendments up to 6 hours in advance. Inbound vessels should report to the Harbor Master on VHF channel 14.

All vessels over 80m in length or close to the upper limits of beam or draft should contact the authorities prior to entry for the latest information. The Harbor Master can be contacted at harbourmaster@portauthoritykingslynn.fsnet.co.uk.

Generally, vessels over 100m in length transit the approach channel only on daylight tides. The attendance of a tug is compulsory for all tankers over 73m in length and all other vessels over that length not fitted with bow thrusters.

Anchorage.—Vessels can anchor in The Wash, SE of the Roaring Middle Lightfloat.

Directions.—It is reported (2002) that Cork Hole Channel, entered about 4 miles SSE of Roaring Middle Lightfloat (52°58'N., 0°21'E.), is the main approach channel. It leads S and SSW for 6 miles between sand banks to the entrance of Lynn Cut. A fairway then leads through Lynn Cut and up the river to the port.

There are several alternative shallow approach channels. Teetotal Channel, lying 3 miles W of Cork Hole Channel, and Bull Dog Channel, lying 1 mile W of Cork Hole Channel, are former entrance channels, which are only suitable for small craft, with local knowledge.

Caution.—The positions of the aids in the approach channels are subject to frequent change.

A small ferry boat crosses the river close S of the entrance to the lock.

Vessels constrained by their draft keep to the deepest water. As a result, vessels may be encountered on either side of the channel, especially when rounding bends.

(BA NP 54)

27/02